CITY CAN STOP CONGESTION.

Committee and the second

LACK OF TERMINAL FACILITIES THE GREAT DIFFICULTY.

Civen These, at One-tenth of Big Tunnel Cost, Says Greatsinger, No Cars Need to Be Packed and B. R. T. Can Carry Four Times the Passengers It Now Does.

President J. L. Greatsinger of the Brookiyn Rapid Transit Company yesterday sent this communication to Mayor Low in response to his recent suggestions for the improvement of the traffic facilities in Brooklyn:

DEAR SIR: I acknowledge receipt of your etter of the 23d inst., and heartily welcome your suggestion of cooperation by the city authorities in the effort to improve the tion on franchises and transportation, facilities afforded by the surface and elevated rallroad companies of Brooklyn. While association yesterday afternoon to prepare there are undoubtedly many respects in for action in the crusade to improve the which transportation service under present conditions can be improved, and to such improvement our operating officers are de-voting their best energies, the fundamental difficulty with which we have to contend is the lack of sufficient facilities for conveying passengers between the boroughs of Brooklyn and Manhuttan.

As you are undoubtedly aware, a very large part of the population of Brooklyn finds daily occupation in the borough of Manhattan. Of these, an average of about Manhattan. Of these, an average of about 300,000 persons daily use the cars crossing the Brooklyn Bridge. It is upon the lines, elevated and surface, leading to the Bridge that substantially all of the congestion of traffic now occurs, both in the rush and non-rush hours. While only a partial relief can be afforded by improvement of fortilities. afforded by improvement of facilities for the surface cars, very substantial and immediate relief can be afforded by im-provement of the terminal facilities in Man-

hattan for our elevated lines.

Our elevated railroads comprise nearly the same mileage of structure as do the ele rated railroads of Manhattan, but they carry less than one-quarter as many passengers as the elevated railroads of Manhattan. Without any additional trackage and solely by reason of better terminal facilities in Manhattan, the Brooklyn elevated lines can be made to carry four times as many people as at present. The fundamental solution of the difficulty, therefore, lies in furnishing such

terminal facilities. It will be obvious to you at a glance the such a solution of this question and the consequent transfer of hundreds of thousand of persons every day from the surface to the elevated lines will result in tremendous relie to the overcrowded surface cars and enable

to the overcrowded surface cars and enable the bulk of passenger traffic to be carried far more quickly, safely and comfortably than is possible under present conditions.

I desire respectfully to call your attention to this root of the difficulty, because for two years this question has been awaiting solution by the city government. In the meantime, the Williamsburg bridge is approaching completion and the milions of dollars invested by the greater city in that structure will be absolutely wasted so far as the solution of the transportation problem is concerned unless the terminals of that structure are properly connected with the great highways of transportation which people must use in order to travel between their business and their homes.

In expectation of reasonable and sympathetic cooperation on the part of the city government, without which this company is helpless substantially to improve present conditions, our company has authorized the expenditure of upward of \$0,000,000 in the enlargement of power houses, the increase of equipment, and the development of other transportation facilities. While a considerable part of that expenditure will be utilized in making more comfortable facilities for travel under present conditions, a considerable part of it will remain unutilized and unemployed if adequate facilities for travel under present conditions, sengers are not furnished at our Manhattan terminals.

Whether we carry our passengers across

aconsiderable part of it will remain untilized and unemployed if adequate facilities for the prompt and safe handling of passengers are not furnished at our Manhattan terminals.

Whether we carry our passengers across the East River or deposit them on the Brooklyn side of the East River, compelling them to accept such means of transportation across the river, either by ferries, tunnels or bridges, as the city may permit, and for an additional fare, is a matter of interest to us only, as through transit for one fare means greater comfort and less cost to our patrons and the more rapid development of the territory in which our lines are principally located.

The inauguration of a one-fare rate through to Park Row has saved the people of Greater New York \$2,500,000 annually, and the through trolley transit and partial through elevated transit accompanying the abolition of the Bridge fare have been followed by a very marked increase in the population of Brooklyn, and with proper terminal facilities for elevated operation our through service can be extended by means of existing inclines connecting the elevated structures with the surface line; to Rockaway by way of the Lexington avenue elevated and Jamaica avenue surface line; to Rockaway by way of the Lexington avenue elevated and Long Island Rairoud; to Brighton Beach by why of Fifth avenue elevated line and Brighton Beach branch; to Coney Island by way of Fifth avenue elevated line and Gravescand avenue, also to Coney Island by way of the Fifth avenue elevated line and the West End surface line, also to Fort Hamilton by way of the Fifth avenue elevated line and the West End surface line, also to Fort Hamilton by way of the Fifth avenue elevated line and the West End surface line, also to Fort Hamilton by way of the Fifth avenue elevated line to Thirty-eighth street and Fifth avenue surface line; for bridge and the equipment of the surface line, or by way of the promition of the municipal administration, with the exception of the construction of four additional lo

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Title

will not increase the number of cars than can be operated, nor the number of passengers that can be carried.

In order to make these additional loops effective for increasing the number of surface cars that can be operated, it is essential that the congestion at the Brooklyn end, both at the place of ingress and egress from the Bridge, be relieved, plans for which relief are now and have been for some time pending before the numicinal authorities.

When all has been said, therefore, that can be said in just criticism of exiging trafisportation manarement, the essential fact remains that substantially all of the cyliscomplained of can be removed by practical cooperation between the city and the transportation companies for the acquirement of adecuate terminals in Manhattan, whereby with our existing tracks and with the facilities which we are already supplying at large expense, we can carry four times as many people as at present; or if the people are not here to ride we can sumply our patrons four times the facilities which they have at present.

We feel confident of your carnest disposition to accomplish some nestive relief for the people during your administration, and we appreciate the difficulties which complicate a satisfactory solution of the great problem before you, but we respectfully submit that the very rapid increase in population of the greater city makes immediate action imperative.

The city has shown its foresight by lending its credit for over \$35,000.000 for the construction of subway railroads (entirely in

The city has shown its foresight by lending its credit for over \$35,000,000 for the construction of subway railroads fortirely in Manhettur) and as a premium to the control of the construction of the constr

develop and characteristics and expenditures.

At an expenditure for improved terminals. New York of less than one-tenth of the mount which the city has invested in tunnel dironds, the city can increase the usefulness the transportation lines of Brooklyn 100 er cent., and it is not necessary to point out you the tremendous benefit to the entire ity which such an improvement of facilities and man.

which start in the pleased to discuss with you we shall be pleased to discuss with you We shall be present to great the control of your er, and we assure you that they will reve the careful consideration of the control of the co only. I am sure, however, you will agree with me that these details are of minor importance compared with the more radical and far-reaching improvements possible, and that we can less serve the people of Greater New York by giving our first and

foremost attention to the fundamental difficulties which lie at the root of our transportation troubles.

These details are now under special investigation by the State Board of Railroad Commissioners. It such investigation shall result in suggestions of practical value the company will be most eager to carry them into effect.

Whatever evils of operation can be remedied by action of the State Board, the solution of the fundamental difficulties rests in the prompt and intelligent action of the municipal authorities and no solution which does not reach the fundamental difficulties will give adequate satisfaction to the people.

Your letter was received during my holiday absence; hence the delay in answering. Respectfully,

J. L. Greatsinger, President.

THE TRANSPORTATION PROBLEM. Getting Ready for the Hearing Before

State Rallroad Commiss The committee of the Merchants' Association on franchises and transportation, association yesterday afternoon to prepare transportation facilities in this city. A legal committee was organized of which Theron G. Strong was elected chairman, William II. Shepard, vice-chairman, and

Francis X. Butler, secretary. An executive committee of ten was appointed to adopt a plan of action and present it before the State Railroad Commission on Tuesday next to name and delegate work to sub-committees and "to ascertain from the State Railroad Commission what steps it has taken to maintain the public rights as between the public and the transportation companies holding the franchises." William F. King, chairman of the committee on franchises and transportation, said that it was intended that the executive committee should investigate the transportation problem from top to bottom. le appointed to this committee John R Delafield, Andrew H. Green, George E. Morse, Bert Hanson, George H. Gilman William H. Shepard, Edward R. Finch Bernard Naumberg, E. W. Tyler and Francis

A general discussion of conditions folowed. Charles E. Manierre suggested that an appeal should be made to the Board of Health. He thought it was in the province of that department to prevent crowding of cars. He also suggested that action be taken to bring about a law compelling the roads to charge a fare of only two or three cents for a ride in a crowded

When a car is crowded and persons are "When a car is crowded and persons are hanging onto straps a ride isn't worth five cents," he said. "It certainly is not worth that to a person hanging onto a strap, and it isn't worth that to a person who has a seat and is interfered with by persons standing in front of him. Don't let the roads get the profit there is in providing that sort of service.

"If the Board of Aldermen has the power to define the duties of a transportation."

to define the duties of a transportation company it should also have power to de-termine what is a violation of those duties, and it should pass a law establishing pen-alties for such violations."

Harcourt Bull said that something should

Harcourt Bull said that something should be done about what he termed "violation of the transfer law." He complained of the lack of transfer privileges from the Twenty-third street line to Broadway, Sixth and Seventh avenues. Mr. Bull also protested against the lack of transfers from the 125th street and Third avenue line, formerly a part of the Third avenue system, to other lines of the old Metropolitan system.

James E. Walsh intimated that the State Board of Railroad Commissioners and the railroads were on too friendly terms to expect much relief from the Commissioners and said that New York city needed a local railroad Board of Commissioners to attend to its own problems.

railroad Board of Commissioners to attend to its own problems.

S. C. Mead, who appeared before the State Railroad Commission in Albany on Friday, said that the hearing on Tuesday next would be only the first of a series of hearings on the subject. The ommission, he said, realizes that the transportation conditions in this city are nearly intolerable and desires to do all it can to better them.

Joseph S. Menline proposed a number of improvements which would better the facilities of the railroad companies. He said that a block system would enable the running of more trains on the elevated and urged that the contact shoe touch the third rail either on the side or under surface. He demanded six-car trains, better light-ing and heating, the enforcement of the city

ordinances which are supposed to prevent blocking the surface lines by trucks and traffic and several other changes. Chairman King asked the committee to GREATSINGER PRESIDENT.

Has Not Resigned, but Will Consider Matter

of Re-Election. President Greatsinger of the Brooklyn Rapid Transit Company yesterday morning returned from Elmira, where he had spent the Christmas holidays, and immediately held a conference with the heads of the various departments in reference to the hearing before the State Railroad Commissioners on the recent complaints made against the company.

Mr. Greatsinger said in reference to the renewed rumors about his probable resignation:
"The day I arrived up the State I was

approached by a newspaper man and asked if it was true that I had resigned. I told him that when I resigned I would inform the public on the matter fully. That is all I have to say."

As to another rumor that he would decline a reflection as president, he said: "I would have to give the matter some con-sideration before doing anything like that." The meeting of the directors does not take place until February.

PROF. BELL'S FLYING MACHINE. Successful Experiments With Kites of Great Lifting Power.

WASHINGTON, Dec. 27.-Prof. Graham Pell had nothing to say to-day in audition to his statement of last night regarding his work on the flying machine problem Prof. Bell said in his statement:

"I am, of course, interested in the problem and have come to the conclusion that a properly constructed fly ing machine should be capable of being flown as a kite if anchored to the ground: and that, conversely, a properly constructed kite should be capable of use as a flying machine if provided with suit-

as a flying machine if provided with suitable means of propulsion.

"My experiments have had as their object the building of a kite of solid construction, capable of carrying up to a moderate breize a weight equivalent to that of a man and engine, and so formed that it would be suitable for use as the body of a flying machine—and with supporting surfaces so arranged that when the kite is cut loose it will come down gently and steadily and land uninjured.

land uninjured.

"I have successfully accomplished this, but do not care at the present time to make public the details of construction."

form Board. WASHINGTON, Dec. 27.-Secretary Roo o-day approved the final report of the Uniform Board of the army, and has decided that the facings of infantry officers' trousers shall be robin's egg blue, instead

of white. This decision is in line with the

of white. This decision is in line with the recommendation of a majority of the members of the board who favored the blue instead of white.

This settles a controversy among army officers that has been going on ever since the Uniform Board, first appointed last summer, recommended the adoption of blue facings instead of the traditional white. This recommendation was received by infantry officers with much disapproval and they used every effort to have it set aside.

gaged in operating a chain-letter scheme to promote the sale of a "dandy strainer" for coffee, tea, etc.

VIOLATED NAVAL REGULATION

COMMANDER JOHN E. ROLLER ORDERED HOME.

Persisted, Despite Warnings by Rear Admiral Evans, in Allowing His Wife to Reside Aboard His Ship, the Gunboat Monocaey, White in Chinese Waters.

Washington, Dec. 27.—Commander John E. Roller, U. S. N., has become involved in trouble with the naval authorities on account of persistent violation of a regulation which forbids women to reside on war vessels In the case of Commander Roller his wife was concerned in the infraction of naval law. It is alleged that while in command of the gunboat Monocacy, in Chinese waters his attention was called several times to reports that Mrs. Roller was residing on poard the ship, but that admonitions from Rear Admiral Evans, commanding the Asiatic fleet, had no effect.

Admiral Evans finally heard that, despite the warnings, Mrs. Roller had afterward remained aboard the Monocacy for severa weeks. Thereupon the Admiral detached Commander Roller from the ship and ordered him to return to the United States. He has reached this country and has been placed on waiting orders pending a decision by the Navy Department as to its course of action. It is regarded as unlikely, how ever, that the D partment will inflict other punishment on the officer than to keep him

or a protracted period on waiting orders. wife and frequently other members of his family with him during the entire cruise. Many officers complained that the system was bad, as it interfered materially with discipline on shipboard to have women as passengers.

In 1876 a regulation restricting the prac tice was issued, and in 1881 William H. Hunt then Secretary of the Navy, extended the prohibition in the following rule:

Women shall not be allowed to reside of board of vessels of the United States navy in ommission for sea service; nor shall they e taken passengers in such vessels under any circumstances.

William R. Chandler, who succeeded Mr Hunt as the head of the Navy Derpart ment, was a bitter enemy of the practice and did everything he could to enforce his predecessor's regulation Mr. Chandler even objected to the wives and familie of officers taking up residence at ports or foreign stations while the vessels on which their husbands or other relatives were serving were attached to those stations. He attempted to carry out this idea, but was unsuccessful. He gained his oint in some measure, however, by the following order, issued in 1883:

ing order, issued in 1883:

Naval officers attached to cruising war vessels, especially commanding officers, are expected to leave their families at their usual or fixed places of abode and not to attempt to transfer them to more convenient visiting points. Officers disregarding this injunction will be liable to be relieved from duty.

Some officers refused to abide by this order, and for the rest of his term of office Mr. Chandler was rated severely in naval circles, and particularly by the women in the families of naval officers, for what was held to be an interference with the rights of individuals. When he surrendered the naval particular was made by naval officers to have the order revoked. This effort was successful. On June 30, 1885, Secretary William C. Whitney revoked it. The order forbidding women from taking up residence on board shp of war rem tins in force, however, and it was this when Commander Roller was accused of violating.

Naval officers nere can recall only one case, other than that of Commander Roller, where Secretary I lunt's regulation prohibiting women from taking up residence. where Secretary Bunt's regulation pro-hibiting women from taking up residence on shipboard was not observed, and there is a question whether it was actually vio-lated in this instance. In this case the lated in this histance. In this case the offender was the wife of a naval officer, now a Captain in command of one of the big ships attached to Admiral Dewey's fleet in the West Indies. She was an exceedingly clever and attractive woman, and the manner in which she violated the regulation, and at the same time our witted her inviscon, and at the same time out witted her husband forms a story which naval officers tell with a great deal of enjoyment.

At the time of this infraction of the rule,

At the time of this infraction of the rule, the officer in question had command of a gunboat which was lying off a port of the Argentine Republic, where political disturbances were expected, and his wife was living ashore with her mother at a place near the town. The officer had warned his wife that political disturbances were likely to occur at any moment and he directed her not to go to the town until the danger had passed. One day the revolutionists started in, and there was much firing and more excitement in the town. At about nore excitement in the town. At about dusk of that evening the commander of the American vessel was notified that his wife was on the beach signalling to the ship. Very much provoked and somewhat alarmed, the commander called for the cutter and, taking the tiller, directed the crew to and, taking the thier, directed the crew to row with all speed. As the boat touched the beach and the commander jumped ashore, with wrath depicted on his face, his wife held up her hand warningly, and addressing him in tones that could be heard by the boat's craw:

by the boat's crew:

"Now, don't say a word," she said. "I am not here as your wife, but as an American citizen claiming the protection of her Government, and I demand, sir, that you give me asylum on board your vessel."

The officer expostulated, maintaining that he might be court-martialled if he permitted a member of his family to remain on board his ship, but the lady was oburate, and when she threatened to report him to the Navy Department if he did not comply with her request, the husband gave in. to the Navy Department if he did not comply with her request, the husband gave in. The next morning, as the lady was leaving the vessel, she reminded her husband that she had told him that she would "break that old regulation," "and," she added, "I have done it, too."

The Navy Department did not take any action on this incident. It was regarded a

action on this incident. It was regarded a a clear case of the officer's wife being within her rights as an American citizen.

AMBASSADOR HENGELMULLER The Austrian Mission at Washington Raise

to Ambassadorial Rank. WAS HINGTON, Dec. 27 .- Mr. Lodislau Hengeimuller von Hengervar, who has for several years been the Austro-Hungarian Minister at Washington, presented his credentials to the President this morning as Ambassador to this country. The Austrian Government some time ago signified its intention of raising the Washington mission to Ambassadorial rank. The presentation this morning took place in the Blue Room of the White House.

President Roosevelt sent his carriage to convey the Ambassador to the White House.

President and Mrs. Roosevelt Go Horseback Riding.

WASHINGTON, Dec. 27.-President Roose velt went to his office for only an hou to-day, leaving at 11 o'clock for a long horseback ride with Mrs. Roosevelt in the country. They rode for several hours, although the weather was the coldest of the winter in

Excluded From the Malls. Washington, Dec. 27.-The Postmaster General to-day issued an order denying the use of the mails to the Regie Company of Waterbury, Conn. The company was en-

GREAT GATHERING OF SAVANTS Convention of the American Association for the Advancement of Science.

WASHINGTON, Dec. 27 .- The American Association for the Advancement of Science will hold its fifty-second annual convention in Washington next week. There will e sessions not only of the parent association, but also of its ten sections and the affiliated scientific societies. A meeting of the Executive Committee of the Council was held at the Cosmos Club this afternoon and details relating to the work of the week were thoroughly gone over.

At Monday's initial session Director Walcott of the Geological Survey will make the opening address and Commissioner MacFarland will welcome the delegates o Washington. There will also be addresses by Dr. David J. Hill, Assistant Secretary

by Dr. David J. Hill, Assistant Secretary of State: Dr. Needham, president of Columbia University, and Dr. Minot of the Harvard Medical College.

The fame of this association extends all over the world, and its membership numbers men who are distinguished in all countries for their scientific researches along every conceivable line Practically all branches of science are included in the ten sections making up the association, as follows: Mathematics and astronomy, physics, chemistry, mechanical science and engineering, geology and geography, zoölogy, botany, anthropology, social and experimental mediciae.

Twenty-two scientific bodies, the offspring of the greatest of the scientific associations, will meet in conjunction with the parent organization.

The American Association for the Advancement of Science is the outgreath.

The American Association for the Ad for a protracted period on waiting orders.

This is the first case of which the Navy Department has had knowledge of the violation of the regulation against the residence of women on vessels of the navy. In the old days of the service the practice was not forbidden, and it was customary for an Admiral or the commanding officer of a vessel on a foreign service to have his wife and frequently other members of the name was changed to Association of American Geologists and Naturalists. The first meeting of the covery wife and frequently other members of the control of the American Association for the Advancement of Science is the outgrowth of the Association of American Geologists, which was organized in \$10 in Philadelphia, with Edward Hitchcock, president of Amherst College, as chairman. Twenty-two members were enrolled at the beginning, which had increased to 77 when the Association of American Geologists, which was organized in \$10 in Philadelphia, with Edward Hitchcock, president of Amherst College, as chairman. Twenty-two members were enrolled at the beginning, which had increased to 77 when the Association of American Geologists, which was organized in \$10 in Philadelphia, with Edward Hitchcock, president of Amherst College, as chairman. Twenty-two members were enrolled at the beginning, which had increased to 77 when the college, and the college is the outgrowth of the Association of American Geologists, which was organized in \$10 in Philadelphia, with Edward Hitchcock, president of Amherst College, as chairman. Twenty-two members were enrolled at the beginning, which had increased to 77 when the college is the outgrowth of the Association of American Geologists, which had increased to 77 when the college is the outgrowth of American Association of American Geologists, which had increased to 77 when the college is the outgrowth of American Association of American Geologists, which had increased to 77 when the college is the college is the college is the college in \$10 in Philadelphia, with Edward Hitchcock

and Naturalists. The first meeting of the society under its present name was held in Philadelphia in 18 8. There were then 161 members, only about two-thirds of the number Washington alone has. The total membership is now 3,474.

The geographical distribution of the 3,500 members of the association includes every State in the Union, Canada, Mexico, Central and South America, all of the important countries of Europe, Japan and South Africa; therefore, a full attendance is impossible, but it is expected that the number of visitors will run up into the hundreds.

thundreds.

The Washington meeting will be presided over by Dr. Ira Remsen of Baltimore, professor of chemistry of Johns Hopkins University, the founder and editor of the American Chemical Journal, and the author of a series of textbooks on chemistry. Some of the most distinguished scientific men in the world will attend the convention.

SOURCES OF WATER SUPPLY. Geological Survey Measures the Flow of the Delaware and Neversink Rivers.

WASHINGTON, Dec. 27.-In its investigations of the country's water resources the United States Geological Survey has recently extended its operations in New York to the measurement of the volume of a number of streams in the southeast portion of the State. Some of the newly established points of operation are on the east and west branches of the Delaware River, just above their junction at Hancock, N.Y., on the Delaware and Neversink at Port Jervis, and on upper Schohari Creek, at Prattsville,

The Delaware, a large and swift-flowing stream, is one of the possible future sources of water supply of Greater New York. It is of importance that its conditions of flow be accurately understood in anticipation of future improvements upon it. Upper Schorarie Creek drains the slopes of the highest peaks of the Catskills, with a watershed almost completely covered with timber

It is expected that the records of the United States Geological Survey will furnish information on the much-debated question whether streams flowing from wooded regions are better for mill purposes than those draining cleared lands than those draining cleared lands.

Washington Society Notes.

General and Mrs. Payne were among the hosts to entertain dinner parties to-night. Their guests were the Belgian Minister and Justice Brown of the Supreme Court

entertained at dinner to-night in com-pliment to Justice and Mrs. Oliver Wendell pliment to Justice and Mrs. Oliver Wendell Holmes. The other guests were Mrs. John W. Foster, Dr. and Mrs. McKim, Mr. and Mrs. James Lowndes, Gen. and Mrs. Greely, Mr. and Mrs. George Becker, Mrs. Julian James, Miss McKibben and Mr. Hinkling.

Miss Fuller, daughter of the Chief Justice of the Supreme Court, and Mrs. Fuller entertained at luncheon to-day.

Army and Navy Orders.

WASHINGTON, Dec. 27.—These army orders were issued to-day:
Capts. Finer S. Tenney, William E. McPherson and Francis J. Pursell, Assistant Surgeons, are honorably discharged.
Major James S. Pettit, Inspector-General, from leave of absence to San Antonio as inspector General, Department of Texes.
Transfers in Artillery. First Lieut. Charles L. J. Frohwitter, from Mineteenth Field to Twenty-first Field, Second Lieut. Adam F. Casad, from Twenty-first Field to Nineteenth Field.
First Lieut. E. Holland Rubottom, Minth Cavalry, is detailed as recorder of Examining Board at the Presidio of San Francisco, vice First Lieut. Augustine McIntyre, Artillery, relieved.
Capt. Frank W. Coc., Artillery, detailed as member of Examining Board at the Presidio of San Francisco, vice First Lieut. Augustine McIntyre, Artillery, relieved.
A general court-martial is appointed to meet at Fort Saching for the trial of First Lieut. Neil A. Camppedi. Twenty first Infantry, with the following detail: Lieut. Col. Evrl. D. Thomas, Thurteenth Cavalry: Major Henry P. Kingsbury, Third Cavalry: Major Zerah W. Torrey, Twenty-fourth Infantry: Major Henry P. Kingsbury, Third Cavalry: Capt. George H. Morgan, Commissary, Therefore, Cayalry: Capt. George H. Morgan, Commissary, Therefore, Cayalry: Capt. George H. Morgan, Commissary, Therefore, Cayalry: Capt. Herman Hall, Commissary, Twenty-first Infantry: Capt. F. D. Lechridge, Thirteenth Cavalry: Capt. Hilliam M. Morrow, Adjutant, Twenty-first Infantry: Capt. William M. Morrow, Adjutant, Twenty-first Lieut. Charles R. Reynolds, Assistant Surgeon, ordered to Fort Washington, releving Capt. William M. Morrow, Adjutant, Twenty-first Lieut. Charles R. Reynolds, Assistant Surgeon, ordered to Fort Washington, releving Capt. Thomas, J. Kirkpatrick, Assistant Surgeon, ordered to the Philippines via San Francisco to Fort Washington, releving Capt. Thomas, J. Kirkpatrick, Assistant Surgeon, ordered to the Philippines via San Francisco.
Contract Surgeon Dwight C. Powell, from Logansport, Ind., to Fort Grank, seven WASHINGTON, Dec. 27 .- These army orders were These navy orders were issued:

Commander Samuel P. Comby, from the Alliance proceed home and to Fourth Lighthouse district, Philadelphia. Commander Joseph B. Murdock, from Naval War College, Narrngansett Bay, to command the Alliance.

Alliance.
Changes in Asiatic station:
Lieut. Edwin A. Anderson, from comand the
Iris to command the Callao.
Ensign Robert A. Abernathy, from Celtic to Callao.
Midshipman Frank W. Sterling, from the Ken-Lieut. John C. Leonard, from the Monterey to home.
Commander Edward B. Barry, from command of the Vicksburg to home.
Commander Karl Rohrer, from Yokohama Hosof the Vicksburg to home.
Commander Karl Rohrer, from Yokohama Hospital to home.
Assistant Paymaster John S. Higgins, from the Iris to the Vicksburg.
Lleut. Horace C. MacFarland, from El Cano to the Vicksburg.
Assistant Paymaster Thomas D. Harris and Assistant Surgeon John M. Brister, from the Froite to the El Cano.
Assistant Surgeon Ulys R. Webb, from the Iris to Caylie station.
Cant. Robert M. Dutton, Marine Corps. from to Caylle station.

Capt. Robert M. Dutton, Marine Corps, from Yokohama Hospital to Caylle station.

Assistant Surreon Heary A. Dunn, from the Vicksburg to the Frolle. Lieutenant Commander William R. A. Rooney, from the Frolie to the Rainbow.



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dian Head Brand—the only genuine. Take No Substitute. MEDICAL LAKE SALTS MFG. CO., Sole Manufacturers. 150 NASSAU ST., NEW YORK, & SPOKANE, WASH.

ARMY NOMINATIONS HELD UP

LIEUTENANTS OBJECT TO THEIR

PLACES ON THE LIST.

terest Congress - Injustice Alleged.

Dispute as to the Method of Computing Their Length of Service-Former Volunteers Protest-An Effort to In-

WASHINGTON, Dec. 27 -A fight against he War Department is revealed by the fact that some 300 army nominations have been held up in the Senate at the instance of friends of many Lieutenants and Second Lieutenants, who consider themselves wronged by the order in which they are placed in the army lists, as shown by the Register for 1902, issued in August last. The outcome of the fight is uncertain, but there is opposition in both Houses of Congress to the confirmation of the appointments as announced by the War Department, and an attempt is to be made to amend the Army act of 1901 in such a way as will correct what is considered injustice to many

The Army act of Feb. 2, 1901, provided that ersons who had served as volunteers since April 21, 1898, and other persons as well. might be appointed lieutenants in the regular army, "taking rank in the respective grades according to seniority as determined by length of prior commissioned service; but no person shall be placed above another in the same grade with longer commissioned service.

The former volunteers appointed under this act contend that the arrangement of the lineal lists of Lieutenants of cavalry artillery and infantry, as shown by th Army Register of 1902, has not been what Congress intended. They say that only eight out of 134 former volunteers ap pointed to first lieutenancies in the cavalry and infantry have received rank "according to seniority as determined by prior commissioned service," and that only nine Second Lieutenants have had full credit for their service.

They say also that 125 former volunteers now First Lieutenants in the cavalry and infantry, seventy-one in the artillery and 126 Second Lieutenants of infantry, have been jumped by officers having shorter periods of commissioned service.

the appointments have been made contrary to law, that some parts of the act cannot be executed and that the ruling that service Their guests were the Belgian Minister and Baroness Moncheur, the Chargé d'Affaires of the French Embassy and Mme. de Margerie, the Military Attaché of the French Embassy and Mme. Vignal, Col. and Mrs. Reber, Miss McKenna, Mrs. Cameron, sister to the Postmaster-General; Miss Jones, Miss Patten, Count Quadt, Major McVeagh, Mr. Thaw of Pittsburg and Mr, Clark.

Lustice Brown of the Supreme Court favor of civilians. There was sometimes a long interval between the two dates, during which officers worked and received pay, though they are not credited with service. In support of their objection to the present arrangement, it is said that forty two Lieutenants of infantry, twelve of cavalry and five of artiflery, all of whom were appointed before February, 1901, have received no credit for service as volunteer officers, and are so placed in the lists. teer officers, and are so placed in the lists as to block many others. The case of Lieut. W. R. Gibson of the infantry, is cited

as bearing on this point.

Mr. Gibson, according to the complainants, served 4:3 days in the Fifty-first Iowa Volunteers, but was appointed to the army before Feb. 2, 1901, and when this year's list was prepared he had 600 days of year's list was prepared he had 600 days of commissioned service in the army to his credit. Only the latter period, it is urged, was considered in placing him in the list-but his full service of 1,013 days was con-sidered in placing below him officers with more than 600 days' service in the regular

more than 600 days' service in the regular army, and less than 1,013 days' service with both volunteers and regulars.

Thus, it is pointed out, he blocks the latter officers, only four of whom have been ranked above Mr. Gibson, though forty-two others have more than 6.0 days of "prior commissioned service" to their credit.

In the cavalry Lleut, F. E. Buchan receives credit for 552 days of commissioned service, his 448 days in the Twentieth Kansas not helping him, though they put below him officers who have served more than 552 days in the regulars, and less hansas not helping him, though they put below him officers who have served more than 552 days in the regulars, and less than 1,000 in both volunteers and regulars. He blocks fifty of the sixty-five former volunteers, now Lieutenants of cavalry, the complainants assert.

In the artillery there are few former volunteer officers to block promotion in this way; but comparing the lists of the three arms of the service, it is said that while former volunteers with from 1,014 to 994 days' service stand at the head of the list in the artillery, in the infantry officers with the same service are ranked from 290 downward.

To correct this alleged injustice Representative Bankhead of Alabama has proposed an amendment to the Army act of Feb. 2, 1901, providing that all First and Second Lieutenants appointed under that act, or between April 21, 1898, and Feb. 2, 1901, shall have their commissioned service in both volunteer and regular army considered in placing them on the seniority lists.

act, or between April 21, 1898, and Feb. 2, 1901, shall have their commissioned service in both volunteer and regular army considered in placing them on the seniority lists.

A table prepared by the protestants shows that were service in both armies to be counted. Lieut. Van Leer, No. 96 in the cavalry list of the current Register, would move up to No. 47: that Lieut. Kilborne, No. 60 in the artillery list, would become No. 6: that Lieut Gibson, No. 301, and Lieut. Point, No. 302 in the infantry, would come up to No. 62 and 64, respectively, and that Second Lieut. Coburn, No. 42 on the infantry list, would advance to No. 7. Naturally many officers would lose in seniority. For example, Lieut. Heidt would drop from No. 34 to No. 66 on the infantry list.

The War Department is opposed to any change. The dating of an officer's rank from the time of his muster in is in accordance with a decision of the Attorney-General, and the Department holds that in including those former volunteer officers appointed between April 21, 1898, and Feb. 2, 1901, as under the provisions of the act of the latter date, it has acted in the interests of all, with the good of the service as its controlling motive.

The work needed to make the change,

controlling motive.

The work needed to make the change, if Mr. Bankhead's amendment is adopted, will be very great, and for this among other reasons, the Department is regarded as certain to oppose the proposed change.



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M'KEE-BATES.

The Bride Is the Daughter of the Paymaster-General of the Army.

WASHINGTON, Dec. 27 .- Miss Henrietta ("Texas") Bates, daughter of the Paymaster-General of the Army, and Mr. Dunn McKee son of Mr. and Mrs. David R. McKee, were married at the home of the bride this afternoon at 4 o'clock, in the presence of about fifty guests, most of them relatives or intimate family friends. The Rev. Anson Phelps Stokes of New York, a former classmate at Yale of the groom, officiated, the ceremony taking place in the music room, which was profusely decorated with plants and flowers. Miss Elizarated with plants and flowers. Miss Elizabeth Bates, sister of the bride, acted as
maid of honor and Mrs. William M. Scudder of Chicago, and Mrs. M. E. Olmstead
were matrons of honor. The bridesmaids
were Miss Mildred Barnes of New York,
Miss Henrietta Whitney of New Haven,
Miss Carolan of San Francisco, and Miss
Story of Boston.
Langer McSee, brother of the groom

Story of Boston.

Lanier McKee, brother of the groom, acted as best man, and the groom's other attendants were: Morrell Dunn, H. H. Hervey, Richey McKee, S. Brinckerhoff Thorn, Samuel Thorn, James E. Neale, Robert D. Wrenn and Dr. Edward Trudeau, all of New York. The ushers who held the white ribbons bordering the walk to the altar, were: Redmond Cross, Harry Fisher, James Darrech, James Terry, Frederick Rotch Swift, and Allen Henry, all of New York.

The bride wore a gown of white satin, with lace yoke and sleeves, and a number of jewels selected from her wedding gifts. The wedding was followed by a reception. The wedding was followed by a reception, when society en masse turned out to congratulate the bride and groom. Later a supper was served to the bridal party and fifteen other guests. Among these who came from New York to attend the wedding were Mr. and Mrs. S. C. Richmond, Mr. and Mrs. William Bliss, Miss Barnes, Frank Cuchon and Andrew Green. A dance for young people followed the supper.

ISELINS PLAY SANTA CLAUS. Provide Gifts for St. Gabriel's Children and Serve Refreshments.

NEW ROCHELLE, Dec. 27.-Several hundred children, pupils of St. Gabriel's Roman Catholic Academy, received Christmas gifts to-day through the generosity of Adrian Iselin and members of his family, who founded the school. A mammoth Christmas tree stood in the centre of the stage.

mas tree stood in the centre of the stage. The gifts consisted of toys, fruits, noveities and useful knickknacks.

The refreshments were served by Mrs. Delancey Astor Kane, Miss Georgine Iselin, Miss Therese Iselin, Mrs. Edgar M. Phelps, Lewis O'Donnell and William Iselin.

Movements of Naval Vessels.

WASHINGTON, Dec. 27.-The gunboat Nashville has arrived at San Juan and the Nashville has arrived at San Juan and the collier Brutus at Baltimore. The cruiser Olympia, flagship of Rear Admiral Coghlan, has sailed from St. Kitts for St. Thomas; the collier Ajax, from Cardiff, Wales, for Culebra; the monitor Monterey, from Hong Kong, for Canton, and the gunboat Isla de Luzon, from Gibraltar for Funchal, Madeira, on her way home.

Elevated Stations to Be Heated. Owing to its inability to secure enough anthracite the Manhattan Railway Company has been unable to heat its stations for several weeks. The principal stations are to be heated to-day and will be kept heated,

Made-to-Measure

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Closing our store at 150 Nassau Street leaves us two big storefuls of fine Woolens and only one store in which to show them. Hence we are compelled to unload our \$20 and \$25 fabrics at the prices that we have made famous.

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